

**PLANNING & PROGRAMMING DIVISION  
PLANNING RESEARCH SECTION  
TRAFFIC ANALYSIS UNIT**

**TAU 3066**

TH 94

SP 6283-05

9th and Broadway to West End  
of Bridges 6755 and 6756 in St. Paul  
Including Junction with TH 3

Prepared: December,<sup>4</sup> 1963

**MINNESOTA HIGHWAY DEPARTMENT**

**U.S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS**



T. S. Thompson

December 4, 1963

Johan Nygaard

TH 94, SP 6283-05, Ninth and Broadway in St. Paul to West End of Bridges 6755 and 6756 Including Junction with TH 3.

This report is submitted in response to your June 4, 1963 request for 1983 vehicle type distributions for the subject location as shown on the map on page 2.

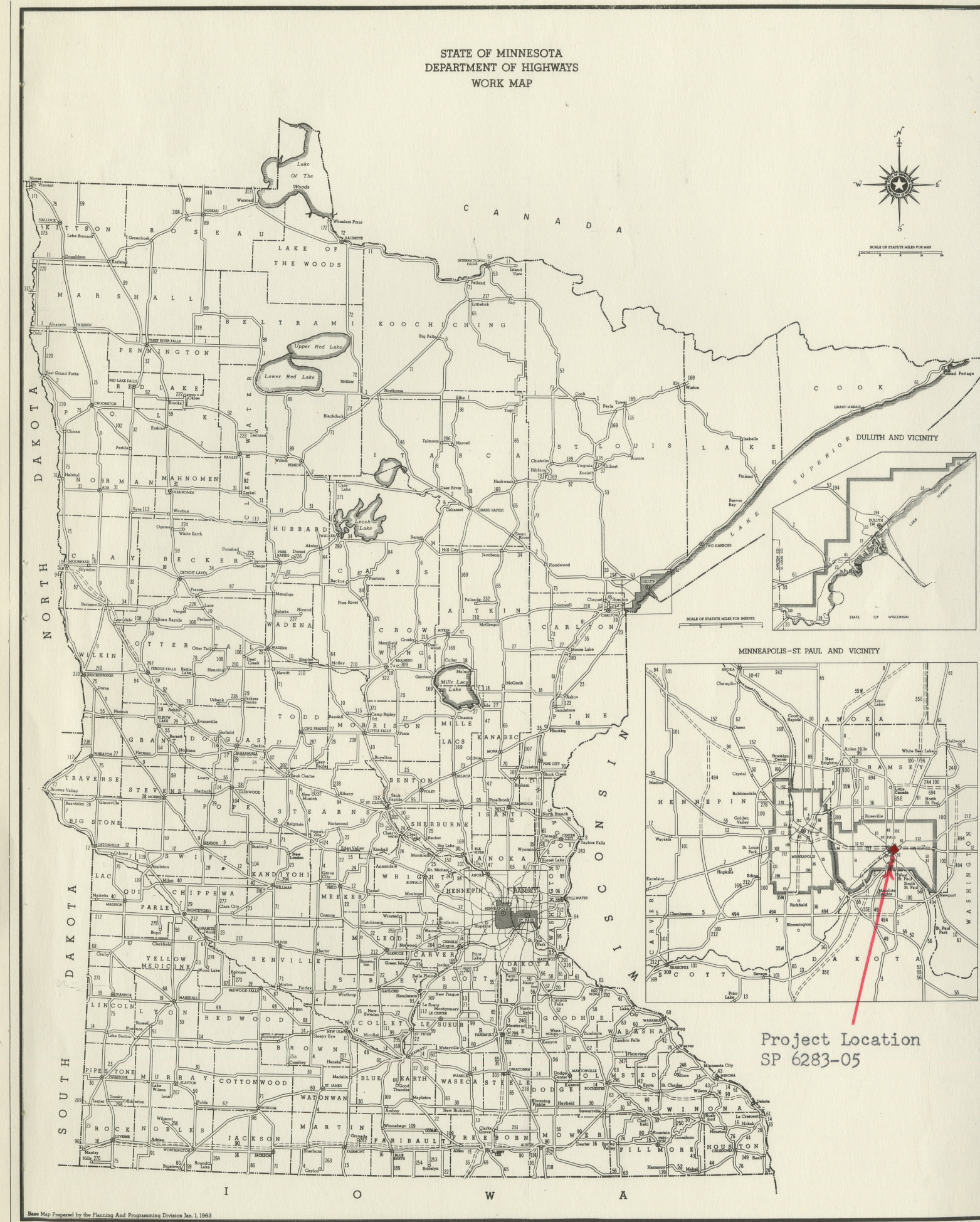
For each segment numbered on the map on page 3, the following data are tabulated on the forms on pages 4 and 5.

- a) Vehicle Type Distribution
- b) Total ADT
- c) Total Heavy Commercial ADT

Basic data, method and assumptions required to procure the 1983 vehicle type distributions are presented on pages 6 and 7.

This report was requested by B. L. Warzala for Lowell Korstad.

JN:dt  
BB





# TRAFFIC ESTIMATE DATA

DESIGN YEAR 1983 PART 1 OF 2

FOR

T.H. 94 S.P. 6283-05 LENGTH - MILES

COUNTY Ramsey LOCATION Ninth and Broadway in St. Paul

to West End of Bridges 6755 & 6756 Including TH 3.

BASED ON

1983 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

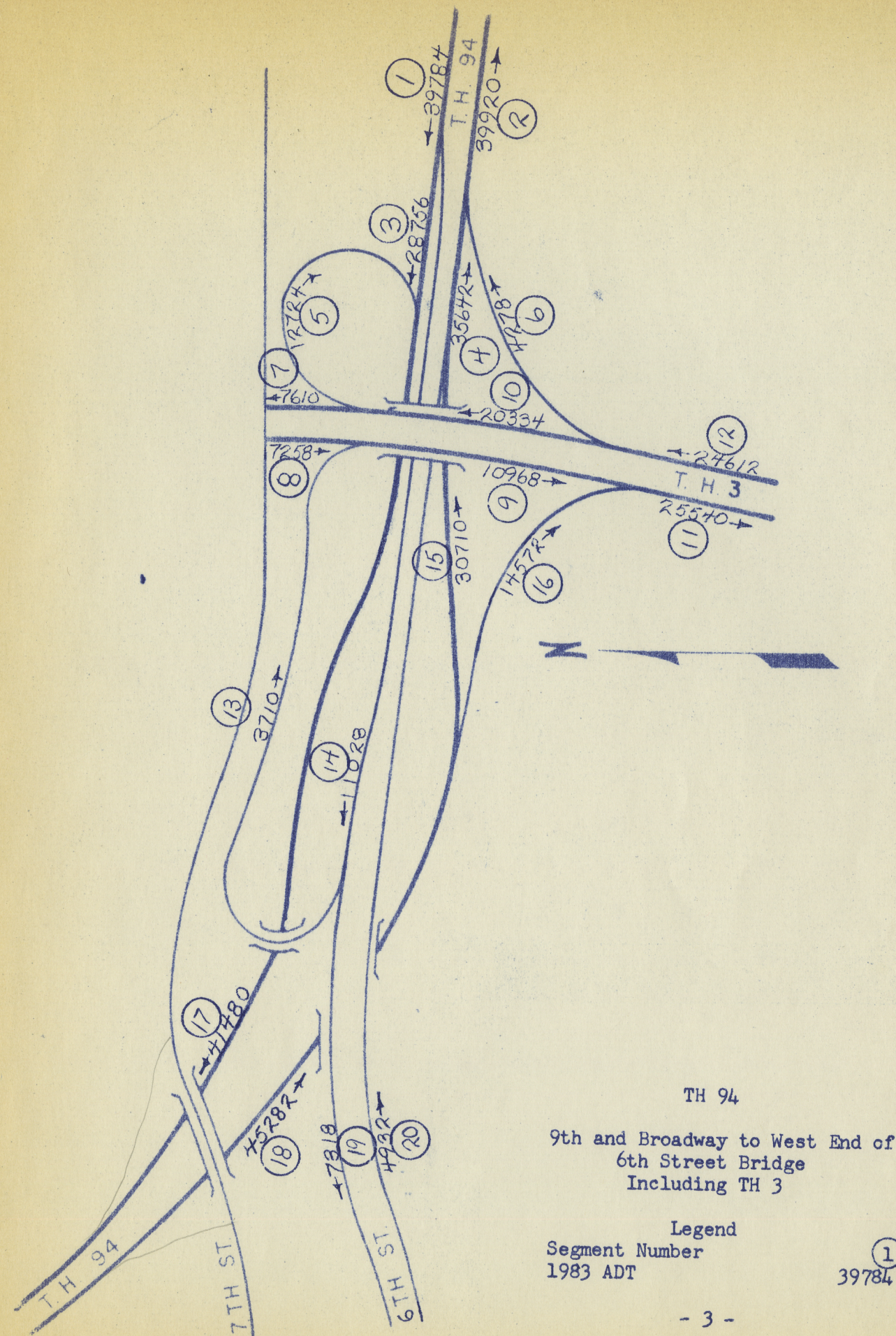
TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	36976	37112	26535	33128	11669	3984	7110	6758	10174	18779	23691
1	801	801	589	688	474	113	241	241	354	715	828
2	304	304	228	263	180	41	95	95	136	275	316
3	180	180	135	157	92	23	49	49	72	141	164
4	451	451	372	413	122	38	54	54	92	176	214
5	801	801	692	754	65	47	0	0	47	65	112
6	271	271	205	239	122	32	61	61	93	183	215
TOTAL ADT	39784	39920	28756	35642	12724	4278	7610	7258	10968	20334	25540
TOTAL H. COMM. ADT	2808	2808	2221	2514	1055	294	500	500	794	1555	1849
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

## \* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS  
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS  
 2 = SINGLE UNIT-3 AXLE TRUCKS  
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES  
 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES  
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES  
 6 = BUSES AND TRUCKS WITH TRAILERS





# TRAFFIC ESTIMATE DATA

DESIGN YEAR 1983 PART 2 OF 2

FOR

T.H. 94 S.P. 6283-05 LENGTH - MILES  
COUNTY Ramsey LOCATION Ninth and Broadway in St. Paul  
to West End of Bridges 6755 & 6756 Including TH 3.

BASED ON

1983 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 12 THROUGH 20 AS  
DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER									
	12	13	14	15	16	17	18	19	20	
0	22763	3416	10441	28489	13517	38204	42006	7025	4639	
1	828	113	212	589	474	1063	1063	99	99	
2	316	41	76	228	180	408	408	35	35	
3	164	23	45	135	92	227	227	22	22	
4	214	38	79	372	122	494	494	41	41	
5	112	47	109	692	65	757	757	62	62	
6	215	32	66	205	122	327	327	34	34	
TOTAL ADT	24612	3710	11028	30710	14572	41480	45282	7318	4932	
TOTAL H. COMM. ADT	1849	294	587	2221	1055	3276	3276	293	293	
TOTAL DHV										
DIRECTIONAL DISTRIBUTION										

## \* VEHICLE TYPE CODE

- 0 = PASSENGER CARS AND 4 TIRE TRUCKS
- 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
- 2 = SINGLE UNIT-3 AXLE TRUCKS
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- 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
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- 6 = BUSES AND TRUCKS WITH TRAILERS

## Basic Data, Method and Assumptions

The 1983 ADT in the attached report is six percent more than the 1980 ADT for System 5 transmitted in TAU 249 on June 17, 1963 for TH 94 at TH 3.

The estimated 1983 HCADT for the project assumes a completed Interstate System and an upgraded TH 3 to Northfield. It was calculated by adding the projected diversions by vehicle type to the normal growth by vehicle type for the project sections of TH 94 and TH 3.

The diversions by vehicle type were initially based on travel time advantage applied to desire lines for commercial vehicle travel revealed in the 1956 origin and destination study for rural trunk highways in the corridor. Then these diversions were supplemented through an analysis of commercial travel recorded for the 1958 Twin Cities origin and destination study.

The diversions to TH 94 were projected to 1983 by using the trends in the past ten years annual daily travel by vehicle type recorded for TH 52 north of Rochester and TH 61 northwest of Red Wing. The normal growth by vehicle type for TH 94 was calculated by using the trends in the classification counts annually recorded for TH 12 east of St. Paul.

The TH 3 diversions and normal growth by vehicle type were based on the trends in the classification counts annually recorded for TH 3 south of Rosemount.

The 1983 ADT of 86,762 for TH 94 west of Sixth Street (segments 17 and 18 combined) is the maximum for the project. The attendant 1962 ADT for



the existing parallel traveled way in 57,550. It consists of:

Kellogg Boulevard	22,950
Sixth Street	7,180
Seventh Street	<u>27,420</u>
Total	57,550

The design volumes for the project were presented in TAU 249 and are not repeated in this request for only heavy commercial traffic.